

nette Boe; and delivered on 30 October 1945. The last "Liberty" ship to be constructed, *Albert M. Boe* was operated by the United States Army Transportation Corps before being acquired by the Navy from the Army, via the Maritime Commission, on 1 March 1950 for assignment to the Military Sea Transportation Service. Assigned "active, in service" status, the ship became USNS *Albert M. Boe* (T-AKV-6). Modified from the usual arrangement of a "Liberty" ship, *Albert M. Boe* boasted four large cargo holds instead of the usual five, with kingpost-style lifting gear in lieu of the mast and boom type common to most "Liberties." Assigned to the Pacific Area Command, *Albert M. Boe* supported American operations in the Far East and United Nations operations in Korea, through late 1953, carrying crated aircraft, plane engines, and spare parts from ports on the Gulf of Mexico to most of the major islands in the Pacific.

Transferred to the custody of the Maritime Administration on 22 January 1954, *Albert M. Boe* was stricken from the Naval Vessel Register on 11 March 1954.

Albert T. Harris

Albert Thomas Harris—born on 29 August 1915 in Madison, Ga.—attended North Georgia College and the University of Georgia before enlisting in the Naval Reserve on 10 September 1940. After a period of training—some of which he spent in the battleship *New York* (BB-34)—he was discharged on 15 June 1941 to accept an appointment as a midshipman in the Naval Reserve the following day. After receiving training at the Naval Reserve Midshipman's School at Northwestern University, he was commissioned an ensign in the Naval Reserve on 12 September 1941. Then, following instruction in communications, Harris, assigned to the 12th Naval District temporarily on 15 November 1941, awaited transfer to the heavy cruiser *San Francisco* (CA-38). He reported for duty on board that ship at Pearl Harbor on the afternoon of 6 January 1942.

Two days after he reported, his ship sailed with Task Force (TF) 8 as part of the force covering the movement of marines to Samoa. Detached from TF 8 to provide local cover for the newly arrived forces at Tutuila, *San Francisco* then rejoined her old division, Cruiser Division 6, part of TF 11, soon after clearing Samoan waters on 8 February. Ens. Harris saw his first action on 20 February 1942, when *San Francisco* screened the aircraft carrier *Lexington* (CV-2) as TF 11 battled Japanese land-based bombers off Bougainville, in the Northern Solomons. *San Francisco* received credit for downing one of the attacking aircraft.

On 10 March 1942, the heavy cruiser stood ready to protect *Lexington*, as that carrier, and *Yorktown* (CV-5), launched a successful surprise attack on enemy shipping off the New Guinea settlements of Lae and Salamaua. In the spring of 1942, Ens. Harris' ship escorted convoys between the United States, and Hawaii, Australia and the Fiji Islands.

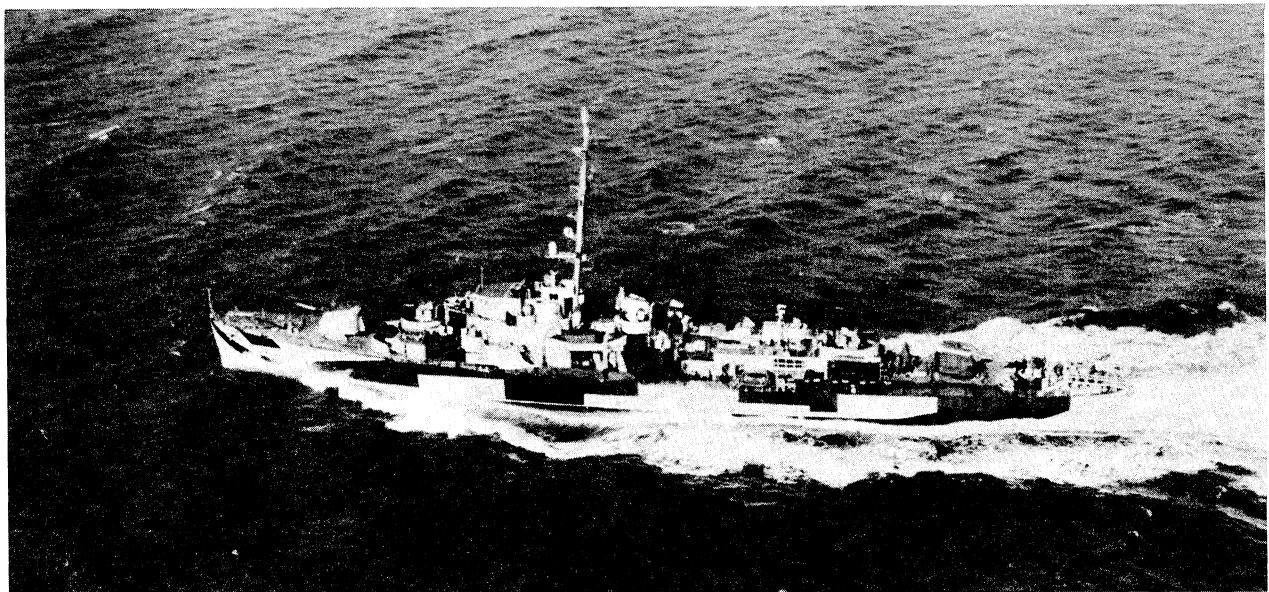
After seeing a convoy safely to Fiji in July, *San Francisco* joined the expeditionary force bound for the Solomon Islands, in the initial assault phase of Operation "Watchtower"—the invasion of Guadalcanal. His ship covered the landings on 7 August, and, following a logistics period at Noumea, New Caldeonia, covered a supply convoy to Guadalcanal; during the latter movement, he witnessed the loss of the carrier *Wasp* (CV-7) on 15 September. He took part on the Battle of Cape Esperance on the night of 11 and 12 October, and participated in the shelling of Japanese supply and ammunition dumps at Koli Point on 4 November.

Newly promoted Lt. (jg.) Harris saw his last action on the afternoon of 12 November 1942, when 21 Japanese twin-engined torpedo planes (Mitsubishi G4M1 "Betties") attacked *San Francisco's* task group near Lunga Point. While commanding the antiaircraft battery on the after machine gun platform, he directed the fire of his 20-millimeter guns on an approaching Japanese torpedo plane that had been set afire by gunfire from the nearby transport *McCawley* (AP-10). Harris and his gallant gunners unflinchingly remained at their posts, courageously maintaining a heavy fire until the "Betty" crashed into them; the young officer and three of his gun crews died in the fiery crash.

Comdr. Herbert E. Schonland, upon whose shoulders command of the heavy cruiser devolved after Capt. Cassin Young died of wounds suffered in the Naval Battle of Guadalcanal, praised "the remarkable fire discipline and courage" of Harris and his men. "They met their deaths without flinching," Schonland wrote, "and in a manner which has been an inspiration to us all." For his conspicuous bravery "in the face of certain death," Lt. (jg.) Harris was awarded the Navy Cross posthumously.

(DE-447: dp. 1,350; l. 306'0"; b. 36'7"; dr. 13'4"; s. 24.3 k. (tl.); cpl. 222; a. 2 5", 4 40mm., 10 20mm., 3 21" tt., 8 dcp., 1 dcp. (hh.); 2 dcl.; cl. John C. Butler)

Albert T. Harris (DE-447) was laid down on 13 January 1944 at Newark, N.J., by the Federal Shipbuilding & Drydock Co.; launched on 16 April 1944; sponsored by Mrs. J. D. Harris, the mother of Lt. (jg.) Harris; and was commissioned on 29 Novem-



Albert T. Harris (DE-447), 17 December 1944, in Measure 31, design 2D camouflage. The colors are haze gray, ocean gray and dull black on vertical surfaces; deck blue on the horizontal. (NH 96647)

ber 1944 at the New York Navy Yard, Lt. Comdr. Sidney King in command.

The destroyer escort spent three weeks at New York outfitting before embarking on her shakedown cruise to the British West Indies late in December. She returned to the United States briefly at the end of January 1945 but soon got underway again, bound for duty in the Pacific. The warship transited the Panama Canal in mid-February and continued, via the Galapagos and Society Islands, to Manus in the Admiralties. There, she became an element of Escort Division (CortDiv) 77, and for the next five months, served on convoy escort duty and screened three amphibious operations. *Albert T. Harris* served as part of a demonstration group making a feint at Morotai during the occupation of the Zamboanga Peninsula of Mindanao between 17 and 23 April and participated in the surface force that covered the landings at Santa Cruz on the Davao Gulf on 3 and 4 May. In June, she provided support for the seizure of Brunei Bay, Borneo.

Reassigned to the Philippine Sea Frontier in July, *Albert T. Harris* spent the remainder of the war escorting ships between islands of the Philippines, protecting them from Japanese submarines. Though she logged several attacks on suspected enemy submarines, the destroyer escort scored no successes. Following Japan's capitulation, the warship joined the South China Force to assist in the occupation of territory still held by Japanese forces, a mission that took her to Shanghai and Hong Kong in China, Haiphong and Hongay in French Indochina, Korea, and the island of Formosa. She returned to the United States at San Diego on 12 February 1946 and was decommissioned there on 26 July 1946.

The destroyer escort remained in reserve with the San Diego Group, Pacific Reserve Fleet, for almost five years. The North Korean invasion of South Korea late in June 1950 triggered an expansion in the Navy's active fleet. Accordingly, *Albert T. Harris* was recommissioned at San Diego on 27 April 1951, Lt. Comdr. W. M. Robinson in command. While she saw no combat service, her reactivation released other Atlantic Fleet warships for duty off Korea. She served with the Pacific Fleet along the west coast until September. At that time, the destroyer escort transited the Panama Canal and joined the Atlantic Fleet as an element of Escort Squadron 12 based at Newport, R.I.

During the ensuing six years, *Albert T. Harris* operated along the eastern seaboard and in the West Indies. In addition to the normal training evolutions, independent ship's exercises, type training, and the annual Operation "Springboard" fleet problem—she also provided services to the Fleet Sonar School and made midshipman summer training cruises.

Reassigned to naval reserve training duty in September, 1957, under the operational control of the Commandant, 3d Naval District, the ship spent the remaining 11 years of her Navy career, operating out of New York helping reservists to sharpen their skills as sailors. In August 1968, *Albert T. Harris* was declared excess to the needs of the Navy. On 19 September 1968, she reported to the Inactive Ship Maintenance Facility at Philadelphia to begin inactivation. Decommissioned at Philadelphia on 21 September 1968, *Albert T. Harris* was struck from the Naval Vessel Register on 23 September 1968. The former warship was sunk as a target off the Virginia capes on 9 April 1969.

Albert T. Harris earned two battle stars during World War II.

Albert W. Grant

Albert Weston Grant—born on 14 April 1856 at East Benton, Maine—grew up at Stevens Point, Wis., with his pioneer family and won a competitive appointment to the Naval Academy from which he graduated on 20 June 1877. Following service in *Pensacola*, *Lackawanna*, *Alliance*, *Passaic*, and *Iroquois*, he served ashore at the Norfolk Navy Yard, received torpedo training, and served briefly at the Naval War College.

Duty in *Trenton*, *Richmond*, *Saratoga*, and *Yorktown* preceded his return to Norfolk to supervise major repairs to *Pensacola* which entailed pioneer work in applying electricity to warships and then reported to *Concord*. On 9 May 1893, his commission as a lieutenant reached him while he was serving in that gunboat. A tour in cruiser *San Francisco* ended in the summer of 1894 when Grant was ordered back to the Naval Academy for duty as an instructor. Detached some three years later, he

returned to sea in *Helena* and served off the coast of Cuba in *Massachusetts* during the Spanish American War.

Transferred to *Machias* on 8 September 1898, Grant was serving in her when promoted to lieutenant commander on 1 July 1900, a month before orders sent him back to the Academy for two more years as an instructor. Three years of service in the Far East followed—as executive officer of *Oregon* and then as commanding officer of that battleship—before he returned to Annapolis where he was promoted to commander and placed in charge of the Seamanship Department. During this assignment, he prepared a study of naval tactics, *The School of the Ship*, which became a standard textbook.

On 22 July 1907, Grant reported to the Naval War College for instruction and, upon completing the course in the autumn, assumed command of *Arethusa* and took that fuel ship around Cape Horn to the Pacific. Detached on the last day of March 1908, he embarked in *Connecticut* as chief of staff to the Commander of the Atlantic Fleet. During that tour of duty, he was promoted to captain on 1 July 1909. He relinquished his post as chief of staff on 26 October 1909, but remained in *Connecticut* as her commanding officer.

Grant became commandant of the Philadelphia Navy Yard on 21 March 1910 and simultaneously took command of the 4th Naval District. Two years later, he became head of the Atlantic Reserve Fleet. Command of the new battleship *Texas* came in 1913 and command of Submarine Flotilla, Atlantic Fleet, followed two years later.

In the summer of 1917—some three months after the United States entered World War I—Grant took over Battleship Force 1, Atlantic Fleet, with additional duty in command of Squadron 2 and Division 4. This position gave him the rank of vice admiral. December 1918 brought him command of the Atlantic Fleet. The following spring, he became commandant of the Washington Navy Yard and superintendent of the Naval Gun Factory.

Retired on 6 April 1920, Vice Admiral Grant died in Philadelphia on 30 September 1930.

(DD-649: dp. 2,050; l. 376'5"; b. 39'7"; dr. 13'9"; s. 35.2 k; cpl. 329; a. 5 5", 10 40mm., 7 20mm., 2 dct., 6 dep., 10 21" tt.; cl. *Fletcher*)

Albert W. Grant (DD-649) was laid down on 30 December 1942 at Charleston, S.C., by the Charleston Navy Yard; launched on 29 May 1943; sponsored by Miss Nell Preston Grant, granddaughter of Admiral Grant; and commissioned on 24 November 1943, Comdr. T. A. Nisewaner in command.

That day, the destroyer departed Charleston for a shakedown cruise to Bermuda and returned to Charleston on 29 January 1944 for minor alterations. She headed for Norfolk, Va., on 8 February; and, five days later, she got underway to escort the new carrier *Hornet* (CV-12) to Hawaii. They transited the Panama Canal, joined more ships at San Diego, and finally arrived at Pearl Harbor on 4 March.

On 4 April, the destroyer sailed for Majuro where she joined Task Force (TF) 58 for the invasion at Hollandia. During that New Guinea operation, from 21 to 29 April, *Albert W. Grant* engaged in picket duty, inshore patrol duty, and covered landing force operations. On 29 April, she headed for the Caroline Islands with Task Group (TG) 58.3 and screened the carriers during strikes on Truk. The task group left for Majuro on 2 May and continued on to Pearl Harbor, arriving there on 11 May.

After a brief respite, *Albert W. Grant* got underway on 29 May for Eniwetok, which served as the staging area for the invasion of the Marianas. On 11 June, she sailed to Saipan and commenced her gunfire support activities on 15 June. The destroyer was also involved in action against Tinian. She departed the Saipan area on 29 July and put in to Eniwetok on 2 August. Following a brief upkeep period, the destroyer got underway for Purvis Bay, Solomon Islands, on 22 August.

The ship sortied with TG 32.5 on 6 September for the assault on the Palaus and, during a two-week period in mid-September, conducted preinvasion bombardment and supported the landings on Peleliu and Angaur. On 29 September, she left for Manus Island. The destroyer remained there through 12 October, then sailed for the Philippines as a member of TG 77.2. On 17 October, *Albert W. Grant* provided protection for *Crosby* (APD-17) while that fast transport landed troops on Suluan Island, Philippines. From 17 to 24 October, the destroyer provided fire support for the assault on Leyte.

On 24 October, *Albert W. Grant* joined TG 77.2 and sailed to engage a Japanese task force reported steaming northward from the Sulu Sea toward Surigao Strait. That American battleship group met the Japanese force in the strait; and *Albert W. Grant*, along with other destroyers in advance of the main battle line conducted a torpedo attack. During this attack, she was hit and severely damaged by gunfire. *Albert W. Grant* suffered 22 hits, many by six-inch shells. Fires broke out, and the ship lost steering control and all power. Thirty-eight men were killed and 104 were wounded. Although their ship was down by the bow and listing heavily to port, the destroyer's crew got her engines working again and enabled her to retire to American-controlled waters in Leyte Gulf.

While en route to Leyte, *Albert W. Grant* weathered a typhoon before reaching the anchorage. Following temporary repairs, the ship sailed for Pearl Harbor on 30 October under tow by *Hidatsa* (AT-102). She stopped en route at Seeadler Harbor and Majuro. *Albert W. Grant* reached Pearl Harbor on 29 November and, three days later, sailed for Mare Island, Calif. Following her arrival on 9 December, the destroyer underwent major repair work.

Albert W. Grant left the shipyard on 11 March 1945 and headed for Pearl Harbor. She arrived there on 25 March and began underway training exercises. On 23 April, the destroyer sailed for the Philippines. *Albert W. Grant* reached Leyte on 13 May. She stood out of Manila on 3 June to escort General Douglas MacArthur, embarked on *Boise* (CL-47), on a tour of the Philippines. *Albert W. Grant* then sailed southwest toward Brunei Bay, Borneo, to rendezvous with TG 78.1 for the assault on Brunei Bay. On 10 June, she covered the landings there. The ship rejoined the MacArthur tour on the 11th and dropped anchor at Manila on 15 June.

Albert W. Grant operated in Manila Bay until 27 June, when she got underway for Balikpapan, Borneo. From 30 June to 9 July, the destroyer covered operations against Balikpapan. She was back at Manila on 14 July. *Albert W. Grant* then moved to the Marshalls and, upon her arrival at Eniwetok on 3 August, joined TF 49 for duty in the North Pacific. She sailed to Adak, Alaska; and, the day before she arrived there, received word of the Japanese capitulation on 15 August, and sortied with TF 49 for Ominato, Japan. The task force arrived off Honshu on 8 September and anchored at Ominato on the 10th.

The destroyer remained on occupation duty in Japan through mid-November. *Albert W. Grant* then sailed back to the United States; arrived at Seattle, Wash., on 2 December; and, upon her arrival, began overhaul. The destroyer was placed out of commission, in reserve, at San Diego on 16 July 1945. Her name was struck from the Navy list on 14 April 1971, and she was sold for scrapping.

Albert W. Grant received seven battle stars for World War II service.

Albireo

The star in the constellation Cygnus which represents the head of the swan.

(AK-90: dp 14,580; l. 441'6"; b. 56'11"; dr. 28'4"; s. 12.5 k.; cpl. 206; a. 1 5", 1 3", 8 20mm.; cl. *Crater*; T. EC2-S-C1)

John G. Nicolay was laid down under a Maritime Commission contract (MCE hull 525) on 17 January 1943 at Richmond, Calif., by the Permanente Metals Corp.; launched on 25 February 1943; sponsored by Mrs. Donald W. Day; acquired by the Navy under a bareboat charter on 9 March 1943; converted for naval service by the Matson Navigation Co.; renamed *Albireo* on 17 March 1943 and simultaneously designated AK-90; and commissioned at San Francisco, Calif., on 29 March 1943, Lt. Comdr. Edward M. Benton, USCGR, in command.

Assigned to the Naval Transport Service, the cargo ship conducted shakedown training in San Francisco Bay before getting underway on 9 April for a cargo run to Pearl Harbor, Hawaii. The ship arrived back at San Francisco on 5 May and operated along the west coast through late August, towing barges and delivering cargo to Seattle, Wash.; Eureka and San Francisco, Calif.; and Astoria, Oreg. *Albireo* departed San Francisco on 26 August in a convoy bound for Espiritu Santo, New Hebrides, and Wellington, New Zealand; arrived back at San Francisco on 20

November; discharged her cargo at Oakland, Calif.; and entered the United Engineering Co. shipyard for repairs.

The ship got underway for Espiritu Santo on 27 December. She arrived there on 1 February 1944 and unloaded her cargo and passengers. On the 22d, she shifted to Guadalcanal to discharge more cargo. *Albireo* touched at Espiritu Santo once again on 20 March; then sailed three days later for the west coast. The ship reached San Francisco on 19 April. After taking on another load of supplies and equipment, the cargo vessel set sail on 2 May for Seeadler Harbor, Manus Island. She arrived there on 22 June and remained in port for approximately six weeks while discharging cargo ashore.

Albireo weighed anchor on 1 August and touched at Milne Bay, New Guinea, three days later. She debarked elements of a Navy construction battalion and their equipment before getting underway again on the 26th. The vessel reached San Francisco on 21 September and entered a brief period of upkeep. She made a voyage to Pearl Harbor in October, returned to San Francisco on 1 November, and underwent voyage repairs and alterations at the United Engineering Co. The ship resumed operations on 26 November, and she joined a convoy bound for Espiritu Santo. She paused en route at Pearl Harbor for minor repairs and to take on personnel and arrived at Espiritu Santo on 25 December.

The vessel remained in port there through the Christmas holidays. On 3 January 1945, the ship reversed her course back to the west coast. She arrived in San Francisco Bay on 6 February and began a period of voyage repairs and alterations. The cargo vessel made another voyage to Manus during late February, March, and April. After a three-day in-port period at Pearl Harbor, the ship arrived back at San Francisco on 19 May.

After a leave and upkeep period, *Albireo* set sail on 13 June for the Philippines. She arrived in San Pedro Bay on 14 July. In early August, she began her voyage to San Francisco and, while sailing to the west coast, received word of the Japanese capitulation ending World War II.

On the first day of September, the vessel moored in San Francisco Bay and entered upkeep. Later that month, she sailed to San Pedro, Calif., to take on cargo. The ship got underway on 5 October and reached Eniwetok on the 23d. She continued on to Samar and Manila, Philippines. *Albireo* left the latter port on 26 November and sailed to Yokosuka, Japan. Upon her arrival there on 3 December, the ship began providing supplies and equipment to American occupation forces ashore. She remained in Japanese waters until late March 1946.

Albireo left Japan and shaped a course for the United States. She paused at Eniwetok in late March through early April; then pressed on to the Panama Canal Zone. The cargo ship transited the canal on 29 May and headed on toward the east coast. She arrived at Norfolk, Va., on 18 June. The ship was decommissioned there on 5 July 1946. She was turned over to the War Shipping Administration for disposal on 18 July 1946, and her name was struck from the Navy list on 31 July 1946. She was sold later that same year and was refitted for merchant service.

Albuquerque

A city in central New Mexico, located on the Rio Grande about 55 miles southwest of Santa Fe. Albuquerque is the seat of government for Bernalillo County.

I

(PF-7: dp. 1,430; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20.3 k. (tl.); cpl. 190; a. 3 3", 4 40mm., 4 20mm., 8 dcp., 1 dcp. (hh.), 2 dct.; cl. *Tacoma*; T. S2-S2-AQ1)

The first *Albuquerque* (PF-7) was laid down under a Maritime Commission contract (MC hull 1425) on 20 July 1943 at Richmond, Calif., by Kaiser Cargo, Inc.; launched on 14 September 1943; sponsored by Mrs. B. L. Livingstone; and commissioned on 20 December 1943, Lt. Comdr. Wayne L. Goff, USCG, in command.

After outfitting and shakedown training, *Albuquerque* stood out from Treasure Island, Calif., on 24 March 1944 bound for Seattle, Wash. She arrived two days later and remained there until getting underway on 5 April as an escort for an Alaska-bound convoy. She and her convoy arrived in Dutch Harbor, Alaska, on 16 April where the frigate was assigned to Escort Division (CortDiv) 27. For the rest of 1944 and the first half of

1945, *Albuquerque* shepherded convoys between various Alaskan ports and conducted patrols around the Aleutian Islands and in the Bering Sea. Between 5 June and 14 July 1945, the warship made a round-trip voyage from Dutch Harbor to Seattle and back. She then resumed her previous duty for a month before being decommissioned at Cold Bay, Alaska, on 16 August. The following day, she was transferred to the Soviet Union under lend-lease.

After over four years of service with the Soviet Navy, *Albuquerque* was returned to the United States Navy on 15 November 1949 at Yokosuka, Japan. Following repairs and refurbishment, the frigate was recommissioned at Yokosuka on 3 October 1950, Lt. Comdr. Claude O. Lowe in command. For the next 10 months, she escorted convoys and conducted patrols between Yokosuka, Hong Kong, and Singapore. In August 1951, she operated between Yokosuka and Subic Bay in the Philippine Islands. She departed Yokosuka on 10 September 1951; stopped at Sasebo; and, on the 15th, got underway for patrol and escort duty along the eastern coast of Korea. As a unit of CortDiv 5, Destroyer Flotilla (DesFlot) 3, Pacific Fleet, *Albuquerque* spent the rest of September and most of October operating along the Korean coast.

She concluded that duty on 26 October 1951 when she departed Sasebo bound for Hong Kong. She arrived in that British colony on 30 September and remained there—presumably in some sort of station ship status—until the following March. On 6 March 1952, *Albuquerque* stood out of Hong Kong, bound for the Philippines. From Subic Bay, Luzon, she headed back to Japan, returning to Sasebo on 16 May. Based there, the frigate resumed patrol and escort duties along the eastern coast of Korea. That assignment lasted for about six weeks. In July, she again visited Subic Bay and, on the 26th, arrived back in Hong Kong. The warship once more made an extended visit to Hong Kong until finally departing in mid-November. After a visit to Subic Bay, she returned to Sasebo on 3 December and resumed duty along the eastern coast of Korea.

On 28 February 1953, *Albuquerque* was decommissioned at Yokosuka. On 30 November 1953, she was transferred to Japan on a loan basis. She was commissioned in the Japanese Maritime Self-Defense Force as *Tochi* (PF-16). *Albuquerque's* name was struck from the Navy list on 1 December 1961, but she was returned briefly to United States Navy custody on 28 August 1962. However, almost simultaneously, the frigate was permanently retransferred to Japan. She served in the Japanese Maritime Self-Defense Force until sometime in 1968 when she was sunk as a target.

Albuquerque earned three battle stars during the Korean conflict.

II

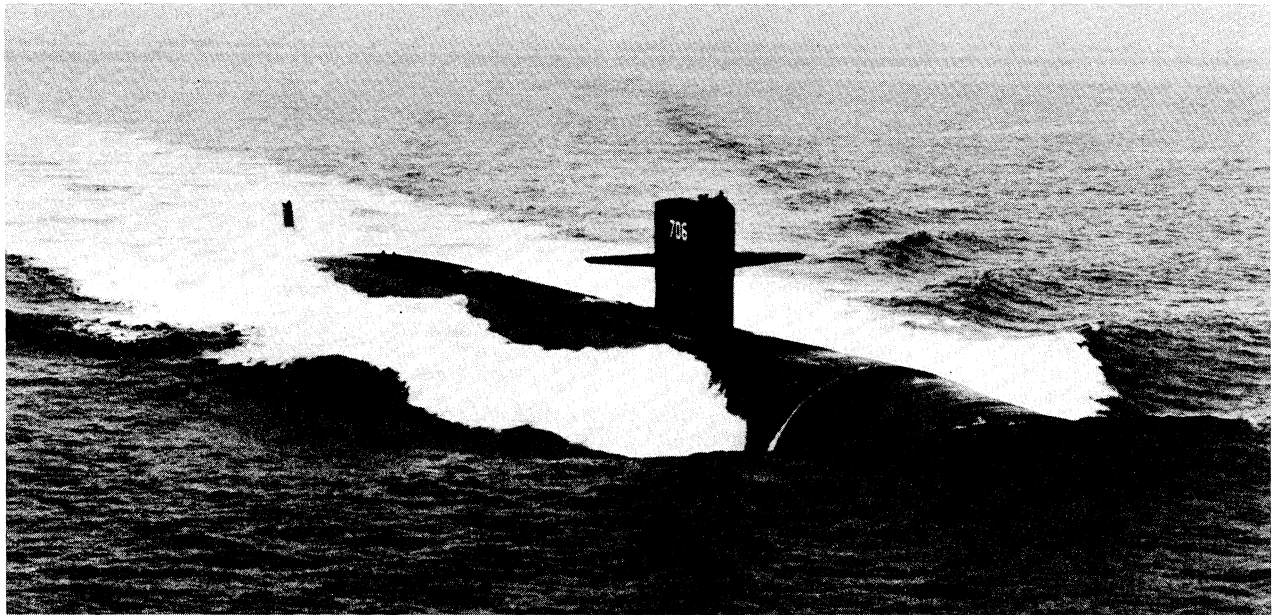
(SSN-706: dp. 5,723 (surf.), 6,927 (subm.); l. 360'; b. 33'; dr. 32.3'; s. 20+ k.; cpl. 127; a. 4 21" tt., SUBROC, Harpoon; cl. *Los Angeles*)

The second *Albuquerque* (SSN-706) was laid down on 27 December 1979 at Groton, Conn., by the Electric Boat Division of the General Dynamics Corp.; launched on 13 March 1982; sponsored by Mrs. Nancy L. Domenici; and commissioned at the Submarine Base, New London, on 21 May 1983, Capt. Richard H. Hartman in command.

The nuclear-powered attack submarine spent the remainder of 1983 engaged in operations at sea completing the variety of tests, examinations, certifications, and inspections that attend the acceptance of a newly constructed warship into the fleet. She also carried out the shakedown training that welds the members of a newly formed crew into a smooth-functioning team. At the beginning of 1985, the warship reentered the yard at Electric Boat for her post-shakedown availability. The repair period ended on 15 April. In May, she voyaged south to the Florida coast for weapons and combat systems certifications. During the summer, she participated in a fleet exercise and took part in a midshipman training cruise. In August, *Albuquerque* began normal operations from her home port. October and November brought extended operations at sea in the Atlantic, and, in December, she underwent additional repairs at Electric Boat.

Albuquerque opened 1985 with sonar training and weapons systems drills carried out in the local operating area. In February, she completed preparations for another two months at sea that began on 27 February. The warship returned home at the beginning of May. Operations along the east coast occupied her time until mid-June when *Albuquerque* went back to sea for an extended period of operations. Two months later, she reentered her home port and took up local duty once again. The warship remained so employed until November when she cruised south to the coast of Florida to serve as a school ship for prospective commanding officers. *Albuquerque* resumed local operations out of her home port in December.

On 14 January 1986, the nuclear-powered submarine entered the yard at Electric Boat for a two-month restricted availability. In March, she turned to for local evolutions and alternated between that employment and upkeep in her home port until late



Albuquerque (SSN-706) underway at sea, her hull number prominently displayed on her sail. (NH 96646)

May. Between 19 May and 14 September, *Albuquerque* remained at sea engaged in an extended series of operations highlighted by port calls in Scotland and England. She returned home in mid-September and, after post-deployment standdown, voyaged to Exuma Sound late in October for sound trials. She returned to Groton briefly at the beginning of November but put to sea on the 4th to take part in two fleet exercises. Upkeep at New London took up the period between 24 November and 7 December and an ASW exercise consumed most of December. Holiday routine at New London occupied the last 11 days of 1986. As of the beginning of 1987, she was in port at New London.

Alcalda

A variant spelling of *alcalde*, a Spanish term designating an official usually serving as a mayor or a judge.

(Yacht: t. 77; l. 105'0"; b. 15'5"; dr. 6' (aft); s. 13.9 k.; cpl. 16; a. 1 3-pdr., 1 1-pdr., 2 Colt mg.; 1 Y-gun)

Alcalda (SP-630)—a yacht built in 1910 in New York at Port Jefferson on Long Island by I. M. Bayles & Sons—was acquired by the Navy on free lease from Mr. Farley Hopkins on 12 May 1917 though she was officially commissioned on the day before the transaction was completed. The vessel patrolled the waters of the 2d Naval District to prevent incursions by German U-boats and to locate any mines laid by either U-boats or surface raiders. *Alcalda* was returned to her owner on 11 January 1919, and her name was stricken from the Navy list on that same day.

Alcedo

The zoological name of the bird commonly known as the kingfisher. It is usually crested and brightly colored and has a short tail and a long, stout, sharp bill.

(Yacht: t. 981 (gross); l. 275'; b. 31'; dr. 16'4" (aft); s. 12 k.; cpl. 94; a. 4 3", 2 mg.)

Alcedo (SP-166)—a yacht built in 1895 at Glasgow, Scotland, by D. & W. Henderson & Co., Ltd.—was purchased by the Navy on 1 June 1917 from Mr. George W. C. Drexel of Philadelphia, Pa., and commissioned at New York on 28 July 1917, Lt. Comdr. William T. Conn, Jr., in command.

Assigned to the Patrol Force, *Alcedo* departed Newport, R.I.,

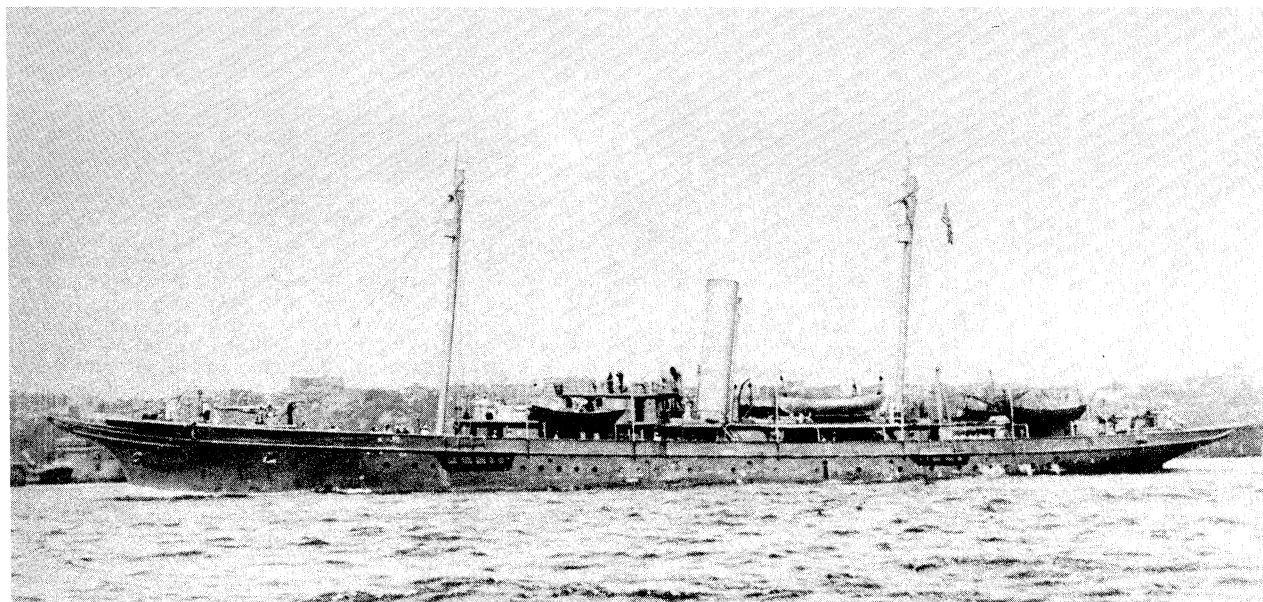
on 5 August 1917. Steaming via Newfoundland and the Azores, the yacht arrived at Brest, France, on the 30th. During her brief Navy career, the yacht conducted antisubmarine patrols and convoy-escort missions along the French coast. On two occasions, she rescued crew members of torpedoed merchantmen. On 17 October, the little warship picked up 118 men from the steamer *SS Antilles*. Twelve days later, she saved another 85 survivors from *SS Finland*.

On the afternoon of 4 November, *Alcedo* departed Quiberon Bay, France, with *Aphrodite* (SP-135), *Noma* (SP-131), and *Kanawha II* (SP-130) as the escort for a convoy composed of *SS Florence Luckenbach*, *SS Artemis*, and *SS Newport News* bound for Brest. At about 0145 the following morning, while the convoy was steaming some 75 miles west of Belle Ile, an *Alcedo* crewman reported sighting a surfaced U-boat. Almost instantaneously with the sounding of the alarm, the German submarine, *UC-71*, fired a single torpedo in a surface attack. (Some *Alcedo* records suggest that the U-boat submerged first, but the official German account confirms a surface attack.) *Alcedo* attempted to change course to evade the torpedo, but she answered her helm sluggishly. The torpedo struck the yacht on the port side well forward, and *Alcedo* began to settle fast. Soon after the hit, the ship's commanding officer ordered her abandoned; and she went down in eight minutes. The yacht lost one officer and 20 sailors in the action to both wounds and drowning. The remainder of her crew took to the boats in two separate groups. After a long time rowing, one group—which included the commanding officer—was picked up by a French torpedo boat. The other was towed to safety by French fishermen. *Alcedo*'s name was struck from the Navy list on 17 December 1917.

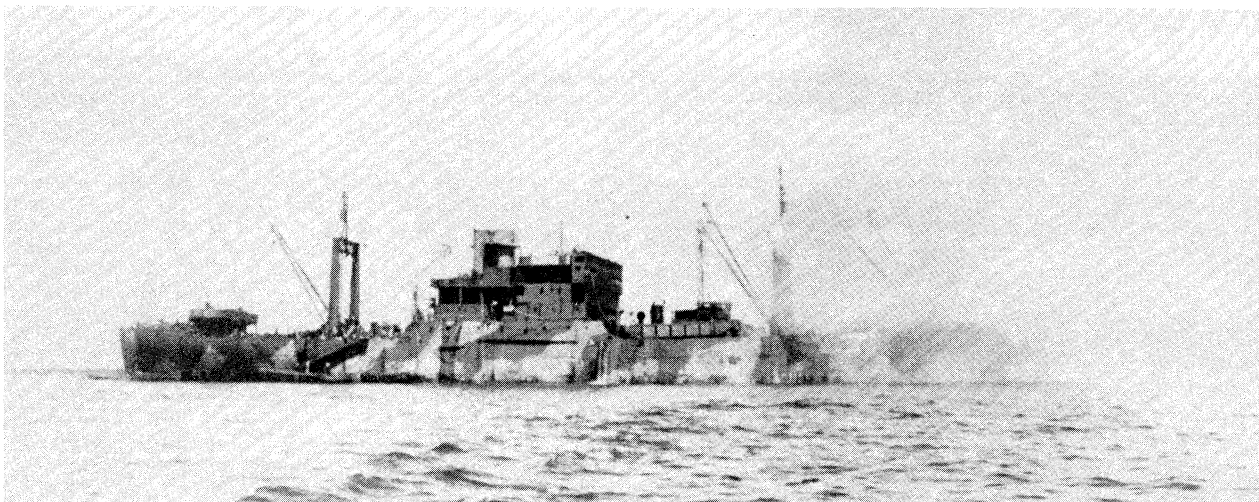
Alchemy

(AM-141: dp. 650; l. 184'6"; b. 33'0"; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3", 4 40mm.: cl. *Admirable*)

Alchemy (AM-141) was laid down on 8 June 1942 at Tampa, Fla., by the Tampa Shipbuilding Co.; sponsored by Mrs. W. E. Edgerton; and completed on 11 August 1943. On the same day that she was completed, *Alchemy* was turned over to the Soviet Navy under the terms of the lend-lease program. She served the Soviets as *T-114*, and they never returned her to the United States. *Alchemy* was carried on the American Navy list—as MSF-141 after 7 February 1955—until struck on 1 January 1983.



Alcedo, August 1917, before she sailed for the war zone. (NH 57015)



Alchiba (AK-23) afire off Lunga Point, Guadalcanal. Her camouflage pattern is interesting in that it is a Measure 12 (modified) variation, with the colors (ocean gray and Navy blue) reversed—the darker color on top, thus defeating the whole purpose of the scheme! (USMC 66457)

Alchiba

A star—frequently spelled Al Chiba—in the constellation Carvi.

(AK-23: dp. 14,125; l. 459'1"; b. 63'; dr. 26'5"; s. 16.5 k.; cpl. 356; a. 1 5", 4 3", 4 .50-cal. mg.; cl. *Arcturus*; T. C2)

Mormacdove was laid down under a Maritime-Commission contract (MC hull 21) on 15 August 1938 at Chester, Pa., by the Sun Shipbuilding & Drydock Co.; launched on 6 July 1939; sponsored by Miss Alice W. Clement; owned by operated by the Moore-McCormack Lines; acquired by the Navy on 2 June 1941; renamed *Alchiba* the next day and simultaneously designated AK-23; converted by the Boston Navy Yard for naval service as a cargo ship; and placed in commission at Boston on 15 June 1941, Comdr. Allen P. Mullinix in command.

Alchiba was assigned to the Naval Transportation Service and sailed to Charleston, S.C., for shakedown training. She then carried out training exercises along the east coast through early October and sailed—via Quonset Point, R.I.—for Halifax, Nova Scotia, to take on cargo and personnel for transportation to Iceland. She departed Halifax on 22 October and reached Reykjavik, Iceland, on 31 November. The vessel discharged cargo there before sailing back to the United States. She reached New York City on 26 December, was briefly drydocked there for repairs, and got underway again on 11 January 1942.

The ship arrived at Charleston—via Norfolk, Va.—on the 19th, took on supplies and equipment destined for the Pacific theater, and set sail on 27 January. She transited the Panama Canal on 2 February; joined the Base Force, Pacific Fleet; and continued on to the Society Islands. *Alchiba* reached Bora Bora on the 17th and began discharging her cargo. She departed that port on 14 March and shaped a course for Chile. She reached Antofagasta, Chile, on 29 March and took on a load of ingot and electrolytic copper. After transiting the Panama Canal on 8 April, the cargo ship arrived back in New York City on 19 April and unloaded her cargo.

One week later, *Alchiba* moved to Charleston and underwent a period of repairs and alterations. She resumed duty late in May and sailed for Hampton Roads to take on cargo and personnel destined for service in the South Pacific. The ship then got underway on 10 June, transited the Panama Canal on the 17th, and reached Wellington, New Zealand, on 11 July.

The vessel was assigned to Amphibious Force, Pacific Fleet, and became a member of Transport Division 10. On 22 July, she sailed for Koro Island, Fiji Islands, to participate in amphibious landing exercises—the rehearsal for the first American assault landing in the Pacific theater. Upon completing this training, she

embarked marines and filled her holds with ammunition, amphibious tractors, gasoline, and general supplies and got underway for operations in the Solomon Islands. The vessel arrived off Guadalcanal on 7 August, disembarked her troops, unloaded her cargo, and left the Solomons two days later, bound for New Caledonia. After her arrival at Noumea on the 13th, the ship loaded on more cargo and, nine days later, commenced a voyage which took her to Pago Pago, American Samoa; Tongatabu, Tonga Islands; and Espiritu Santo, New Hebrides.

Alchiba returned to Guadalcanal on 18 September. After unloading cargo to support marines struggling for that island, she sailed back to New Caledonia for more supplies and returned to Guadalcanal on 1 November. During November the ship shuttled supplies and personnel between Guadalcanal and Tulagi. She was anchored off Lunga Point at 0616 on 28 November, when two torpedoes from the Japanese submarine *I-16* exploded on the vessel's port side. At that time, her hold was loaded with drums of gasoline and ammunition, and the resulting explosion shot flames 150 feet in the air. The commanding officer ordered the ship to get underway to run her up on the beach. This action undoubtedly saved the ship. Hungry flames raged in the ship for over five days before weary fire fighting parties finally brought them under control.

Salvage operations began soon thereafter. Most of her cargo was saved, and temporary repairs were in progress when *Alchiba* was torpedoed again on 7 December. An enemy submarine's conning tower had been spotted shortly before two torpedoes were fired. One passed close under the cargo ship's stern, but the other struck her port side near the engine room. The blast killed three men, wounded six others, and caused considerable structural damage. Once the fires and flooding were controlled, salvage operations resumed and enabled the ship to get underway for Tulagi on 27 December 1942. *Alchiba* remained there through 18 January 1943. On that day, she was moved to Espiritu Santo for further repair work. While at that island, the ship was redesignated AKA-6 on 1 February. She left Espiritu Santo on 6 May, bound for the west coast of the United States, and entered the Mare Island Navy Yard, Vallejo, Calif., on 2 June.

Her refurbishing there lasted until early August when she conducted sea trials off the California coast before sailing on 13 August for Port Hueneme, Calif., to take on cargo. Six days later, she headed for the South Pacific to continue her service providing logistics support for Allied fighting men. She made runs to New Caledonia and Guadalcanal and in mid-November, participated in the landings on Bougainville. *Alchiba* continued her supply duties in the Solomon Islands and New Caledonia through late March 1944. On the 25th, the ship began a voyage via Pearl Harbor back to the west coast of the United States.

On 30 May, *Alchiba* entered the Moore Drydock Co., Oakland,

Calif., to undergo extensive alterations and repairs. The work was completed late in August, and the cargo ship got underway for sea trials in San Francisco Bay. Engine trouble developed during these tests, and the ship returned to the yard on 1 September for further repairs. She took on cargo at the Hunters Point Navy Yard on the 22d and sailed once again for Espiritu Santo.

While en route, the ship experienced more engine problems, but she reached her destination on 9 October and commenced repair work. This process continued until early November, when the vessel shaped a course back to San Francisco. She arrived at the Mare Island Navy Yard, Vallejo, Calif., on the 29th and underwent extensive repairs to her main engine.

On 24 February 1945, *Alchiba* commenced sea trials but was forced to return to Mare Island two days later for still more work. Two weeks later, the ship sailed to Morehaven, Calif., to load cargo and got underway on 20 March for Pearl Harbor. During the run to Hawaii, the engines continued to give trouble, and *Alchiba* returned to San Francisco for further repairs, this time by the General Engineering & Drydock Corp.

The cargo ship left the shipyard on 3 June; sailed to the Naval Supply Depot, Oakland, Calif.; took on cargo there; and put to sea on the 15th, bound for Ulithi. While she was en route there, her destination was changed to Pearl Harbor because of still more engine trouble. Upon her arrival at Hawaii on the 24th, repair work was resumed. The ship sailed again on 8 July for Eniwetok, Marshall Islands; Ulithi, Caroline Islands; Guam, Mariana Islands; and Manila, Philippines. The end of World War II in mid-August found *Alchiba* in port at Ulithi unloading cargo. She remained on duty in the western Pacific through 26 October, when she was ordered back to the United States.

Alchiba arrived at San Francisco on 19 November. Eight days later, she began a voyage to the east coast, transited the Panama Canal on 10 December, and sailed for Norfolk where she arrived on the 18th. Preparations for her deactivation then began. The ship was decommissioned at Portsmouth, Va., on 14 January 1946; and her name was struck from the Navy list on 25 February 1946. She was transferred on 19 July 1946 to the Maritime Commission for disposal. She was sold in 1948 and refitted for merchant service.

Alchiba won three battle stars for her World War II service, and was awarded a Presidential Unit Citation for her service at Guadalcanal from August through December 1942.

Charles S Winsor—an N3-S-A2-type freighter launched under a Maritime Commission contract (MC hull 2597) on 29 May 1945 at Decatur, Ala., by the Ingalls Shipbuilding Corp.—was acquired by the Navy from the Army on 12 June 1951 and renamed *Alchiba* (AK-261). That same day, she was loaned to the Republic of Korea. The cargo ship served Korea until early in 1960 when she was returned to the United States Navy. Her name was struck from the Navy list on 1 February 1960, and she was sold to Hong Kong Rolling Mills, Ltd., on 27 June 1960 for scrapping.

Alcona

A county in eastern Michigan fronting on the western shore of Lake Huron.

(AK-157: dp. 7,125 (tl.); l. 338'6"; b. 50'0"; dr. 21'1" (lim.); s. 11 5 k.; cpl. 85; a. 1 3", 6 20mm.; cl. *Alamosa*; T. C1-M-AVI)

Alcona (AK-157) was laid down as the unnamed Maritime Commission contract hull (MC hull 2102) on 27 November 1943 at Richmond, Calif., by the Kaiser Shipbuilding Co.; named *Alcona* by the Navy and designated AK-157 on 25 February 1944; launched on 9 May 1944; and sponsored by Mrs. Morris Chamberlain of Oakland, Calif.; transferred there by the Maritime Commission to the Navy on 15 September 1944; and commissioned the same day, Lt. Lester J. Lavine, USNR, in command. *Alcona* then shifted to the Mare Island Navy Yard, Vallejo, Calif., to be fitted out.

Following shakedown training out of San Pedro, Calif., *Alcona* reported, by despatch, for duty with Service Squadron 7 on 22 October 1944—the same day that she sailed for San Francisco. Arriving there on the 23d, the cargo ship took on board cargo

and got underway on the last day of October to commence operations supplying American advanced bases in New Guinea and, later, in the Philippines—operations which would keep her occupied for the rest of the war.

Pausing briefly at Pearl Harbor on 10 and 11 November, *Alcona* then continued, via Finschhafen, New Guinea, to Manus where she arrived on 29 November. After discharging her cargo, *Alcona* then proceeded via Hollandia, New Guinea, to Mios Woendi, in the Padaido Islands, where she spent Christmas before getting underway on 27 December for Australia.

Alcona reached Brisbane, Australia, on 4 January 1945 and loaded cargo there until the 10th when she weighed anchor to head for the advanced base at Milne Bay, New Guinea. Upon emptying her hold there and at Finschhafen, the cargo ship then proceeded to Torokina, Bougainville, in the Solomons, to pick up a mine unit for transportation to the Philippines. Arriving at Cape Torokina on 27 January, the ship got underway, via Hollandia, for Leyte the following morning and arrived at San Pedro Bay, Leyte, on 12 February.

Underway for Manus on the 24th, *Alcona* arrived in the Admiralties on 3 March and loaded cargo there before getting underway for Brisbane on the 11th. Although a typhoon hindered the ship's passage, she reached her destination without mishap on the 18th. Subsequently, *Alcona* returned to the Philippines and entered Manila Bay on 24 April. En route back, she touched at Seeadler Harbor, Manus, and Humboldt Bay, New Guinea, before reaching Hollandia to reload. Upon arrival back in the Philippines, *Alcona* discharged her cargo into tank landing craft (LCT's) off the former American naval base at Cavite. After discharging more cargo at Subic Bay on 17 May; at Guisan, Samar, the same day, and at San Pedro Bay, *Alcona* visited Brisbane for the third time, in mid-June.

Alcona had transported another consignment of cargo to the Philippines by mid-July and had completed her task at Subic Bay by 8 August, two days after the first atomic bomb had been dropped on the city of Hiroshima. Underway for Samar on the 12th, *Alcona* arrived three days later and was lying at anchor off Samar the day that Japan capitulated, 15 August 1945.

Alcona conducted another voyage from Brisbane to the Philippines and then, after undergoing repairs in the advanced base sectional floating drydock *ABSD-5*, proceeded to Samar on 12 November. The cargo ship remained there until she sailed for Panama on 19 January 1946. Reaching Balboa on 3 March, *Alcona* entered the Panama Canal that afternoon and reached Cristobal, on the Atlantic side of the isthmus, at 2340. Underway for Norfolk on the morning of 7 March, *Alcona* proceeded toward her destination until rerouted to New York on the 12th. She anchored in Gravesend Bay, N.Y., on the 16th but got underway for Bayonne, N.J., 10 days later. The cargo ship reached the wharf at the naval base annex there that afternoon.

After discharging cargo brought from the Pacific and loading new cargo, *Alcona* got underway for Norfolk on the morning of 13 April and anchored in Hampton Roads the following morning. Underway at 1405 on the 19th, the ship reached Pier 4, Berth 42, Naval Operating Base (NOB), Norfolk, Va., at 1445 to discharge cargo. Securing from all cargo operations on the afternoon of the 24th, she steamed out into Hampton Roads and anchored until the morning of 1 May, when she got underway for Boston, Mass.

Initially, it had been planned to decommission *Alcona* at Norfolk so that she might be returned to the War Shipping Administration and laid up in the James River to await further disposition. However, on 18 April 1946, Capt. Richard H. Cruzen, prospective commanding officer of an Arctic exercise, codenamed "Nanook", requested that *Alcona* be assigned to his task force. The approval of his request prolonged the ship's naval career; and, on 27 April, the Chief of Naval Operations ordered her assigned to "Nanook."

Alcona arrived at Boston shortly before noon on 3 May and moored alongside the destroyer, *Willard Keith* (DD-775). Five days later, Capt. Robert J. Esslinger (who had won a Navy Cross in *Kearny* (DD-432) and a Silver Star for command of *Sproston* (DD-577) off Okinawa in 1945) relieved Lt. Comdr. H. D. Byington, USNR, in command.

Initially, "Nanook" had been conceived as a small operation involving only an ice-strengthened rescue tug (ATR) and an icebreaker. Later, however, as the scope of operations expanded to encompass the establishment of advanced weather stations in the Canadian Arctic and in Greenland, it became evident that an increased lift capability was called for.

For the remainder of May and into June, *Alcona* was prepared at the Boston Navy Yard for her "Arctic service of indefinite duration." Following her sea trials on 25 June, *Alcona* moored at Castle Island, in Boston Harbor, for final preparations. During her time at Boston, Task Force (TF) 68—consisting of *Norton Sound* (AV-11), *Northwind* (WAGB-282), *Alcona*, *Beltrami* (AK-162), *Atule* (SS-403), and *Whitewood* (AG-129)—was activated on 15 June for "Nanook."

As "Nanook" began, *Northwind*, *Whitewood*, and *Atule* proceeded north in mid-July, followed shortly thereafter by *Norton Sound* and *Beltrami*. Finally, after being held at Boston to load delayed supplies for the Weather Bureau, *Alcona*—the last ship of the "Nanook" force to get underway—sailed at 1310 on 18 July for Greenland. Task Force 68 was now at sea; and, as Capt. Cruzen later reported, "... an unusual force it was, too: one seaplane tender, one icebreaker, one submarine, one net tender converted into an icebreaker, and two cargo vessels." Eight days later, as *Alcona* was steaming across Baffin Bay, she received orders to proceed to Thule, unescorted. Favorable ice conditions and good visibility made the passage possible and enabled *Alcona* to anchor in North Star Bay, off Thule, at 1928 on 27 July.

Despite the descent of a dense, pea-soup fog that hampered the operation of boats to transfer cargo ashore and, later, a brisk 35-knot offshore breeze, *Alcona's* discharge of cargo and heavy equipment proceeded apace and made it possible for the Army's 1887th Engineer Aviation Battalion to commence work on the 4,000-foot airstrip planned for Thule. Meanwhile, *Alcona's* Capt. Esslinger was proving to be an able diplomat, smoothing the waters disturbed by the American "landings" on Greenland's soil. Esslinger's tact and diplomacy encouraged cordial relations with the people of the gigantic island and convinced them that there was no cause for alarm.

Alcona completed unloading by 19 August, and the Weather Bureau personnel who had been embarked soon took up quarters ashore. The construction work had proceeded well by that time; and, on 28 August, Capt. Esslinger reported to the task force commander that 2,800 feet of runway had been completed and that the field could now take C-47 traffic, estimating that the field would be complete by mid-September. On the 22d, *Alcona* had helped cement American-Danish ties when the Danish Navy surveying tender *Ternan* ran aground on the rocks at the entrance to North Star Bay at 0325. One of the cargo ships' landing craft, an LCM, pulled *Ternan* off without difficulty. Soon thereafter, the Army construction crews, together with members of the small Navy construction battalion (CB) detachment, helped Danish carpenters in moving cement and lumber from Thule to the building site nearby.

Ternan, apparently in North Star Bay to ascertain American intentions in the area, found nothing "out of order" in the activities going on there and departed North Star Bay shortly after mid-day on 24 August. However, a bit before midnight, lookouts sighted *Ternan* preparing to reenter North Star Bay. She soon ran aground again; and a boat arrived alongside *Alcona*, bringing a Danish lieutenant who requested a doctor and a pharmacist's mate to help a wounded Danish seaman who had suffered a 12-gauge shotgun wound in the head. Brought on board for treatment, the seaman immediately underwent an emergency operation on board *Alcona* and responded well to the surgery. The cargo ship's doctor then told the Danish vessel's commanding officer, a Comdr. Tegner, that the man could not be moved for at least four days. When Tegner remonstrated that he had to return to Godthaab posthaste, Capt. Esslinger assured the Danish officer that if no other means of transportation could be provided, *Alcona* would return the man to Godthaab or to any other convenient Greenland port while en route to the United States. The Danish commander accepted Esslinger's offer gratefully.

However, toward the end of August, ice conditions around Thule harbor became a grave concern while *Alcona* was underway for soundings on 31 August and on 2 and 4 September. After the arrival of the Coast Guard cutter *Evergreen* on 2 September, *Alcona* assisted in unloading cargo and disembarking Danish weathermen from her and, with the American airstrip and weather station nearing completion, began reloading excess equipment and cargo handling machinery for return to Boston.

With the airstrip finished 10 days ahead of schedule, *Alcona* was ready for sea by 6 September but remained at North Star Bay to be able to assist the Danish schooner *North Star*, slated to arrive within days. Fortunately, *Alcona* was not forced to tarry

long, for the awaited *North Star* reached Thule on schedule. The cargo ship immediately turned to help unload weather station equipment and building materials, completing the task by noon on 10 September.

Underway in company with *Northwind* at 1300 on the 10th, both ships stood clear of the fjord, and headed south. The "Nanook" historian recorded the scene graphically: "The weather was fine—very clear and only a wisp of breeze. Very fittingly for our last look at the northward, the whole area from the mouth of North Star Bay to several miles down Melville Bay was cluttered with thousands of big icebergs. Sparkling in the sunlight they were a striking sight."

Three hours after their departure, the two ships parted company, *Alcona* proceeding to Arsuk Fjord to disembark the wounded, but recovering, Danish seaman. En route, however, the cargo ship ran into a severe storm that swept across Davis Strait on 12 September. Fortunately, she suffered the least of the three ships caught in the gale—*Whitewood* was forced to heave to in heavy seas for 36 hours in winds that sometimes reached 55 knots; *Northwind* rolled and pitched, giving all hands a rough ride. Although the storm put *Alcona* a day behind her schedule, she reached Arsuk Fjord without mishap on 15 September and that morning transferred Quartermaster Richard B. Anderson, Royal Danish Navy, to USCGC *Sorrell*, off Simiutak Island. A Danish surgeon subsequently sent a dispatch to the Navy expressing his appreciation for the "outstanding brain surgery and exceptional medical job performed" by *Alcona's* doctor.

Ultimately, *Alcona* reached President Roads, Boston, early in the evening of 20 September, the last ship of "Nanook" to return home.

Departing Boston to load cargo at Bayonne between 15 and 18 October 1946, *Alcona* sailed for Argentina, Newfoundland, and arrived there on the 22d. The ship made another voyage to Greenland, discharging cargo at Narsarsuaq (12 to 20 December) and Grondal (21 to 23 December), and then spent Christmas of 1946 at sea, bound for Argentina, which she reached on the 29th. She subsequently got underway for Bayonne on New Year's Day, 1947.

After a brief stint of repairs at Norfolk, *Alcona* returned to the familiar waters of Bayonne and New York City in late January 1947. From Bayonne, she carried out a busy schedule of cargo-carrying operations as a unit of the Atlantic Fleet's Service Force through the summer of 1947, numbering Argentina; St. John's, Newfoundland; Bermuda; San Juan, Puerto Rico; and Guantanamo Bay as her ports of call. Interspersed were voyage repairs at Boston or Bayonne and a tender availability alongside the repair ship *Vulcan* (AR-5) at Newport (3 to 20 June 1947).

That fall, she suffered the only mishap of her career. Underway on 22 October 1947 from the Naval Ammunition Depot at Leonardo, N.J., the ship reached the Naval Supply Depot, Norfolk, on the evening of the 23d and then shifted to an anchorage where, between 1000 and 1453 on 24 October, she took on board a cargo of ammunition from an ammunition lighter moored alongside.

Underway shortly after noon on the following day, *Alcona* was proceeding to San Juan, Puerto Rico, when, at 0140, she collided with the Pacific Tanker's line vessel, SS *York*. The two ships struck bow to bow at about a 60-degree angle.

Alcona sounded the general alarm. The ships soon parted but then struck again, the unidentified ship's stern scraping the cargo vessel's starboard quarter. *Alcona's* executive officer promptly reported to the bridge that the ship's starboard bow had been torn leaving a hole from frame four port to frame nine, between the first and second decks, and that the starboard anchor was missing.

York reported a large hole in her port bow just aft of the anchor and that the damage extended below her waterline. Her stern was also badly dented. *Alcona* asked if the latter required assistance, but the merchantman's master replied that his ship was seaworthy and would proceed to New York unless *Alcona* required help. About 0323, "after determining that the extent of damage was such that it was safe to proceed," *Alcona* moved slowly ahead, shaping course for Norfolk, with a watch on the foc'sle to take soundings in the ship's number one hold every 15 minutes. Survey parties had found that the ammunition cargo—except for two bombs which had gone adrift—was safe. A chief boatswain's mate and a working party soon secured the wayward bombs. At 1709 that evening, *Alcona* moored at NOB, Norfolk, at the naval supply depot.

After repairs at the Norfolk Naval Shipyard that included a drydocking from 5 to 26 November, *Alcona* got underway for Charleston, S.C., on 29 November and entered the navy yard at that port on 1 December. The ship underwent further repairs there that lasted into March 1948. She then conducted her first transatlantic cargo-carrying voyage, getting underway from Norfolk on the afternoon of 25 March 1948. During the course of her cruise, she touched at Valetta, Malta (14 to 19 April); Port Miseno, Italy (20 to 22 April); and Naples, Italy (22 to 24 April); before calling at Casablanca, French Morocco (29 to 5 May), on the voyage back to Norfolk, Va., which she reached on 18 May.

Departing Norfolk in 6 July after operating locally in the waters of the Tidewater area, *Alcona* sailed for Earle, N.J., reaching that destination the following day to load a cargo of explosives and pyrotechnic materials. Sailing on 30 July, *Alcona* subsequently discharged her cargo at Trinidad, British West Indies (8 to 28 August); and at Coco Solo (17 to 25 September), before arriving back at Leonardo, N.J., on 3 October. The ship made one more voyage, from Leonardo to Argentina and discharged her cargo from 29 November to 7 December. Returning to Norfolk on 13 December, *Alcona* spent the remainder of 1948 in that port.

Over the following years, *Alcona*'s routine varied little from what had gone before. Besides ranging from Bermuda to Argentina and from Guantanamo Bay to the Panama Canal Zone, she made a second transatlantic voyage to carry cargo to Casablanca in the autumn of 1950. During the nine years that the ship operated in the Atlantic, she made over 40 round-trip voyages with cargo to support fleet operations from Thule to Trinidad and from Argentina to Eleuthera.

On 14 January 1955, her long postponed inactivation was finally ordered to commence "on or about" the last day of January. Subsequently arriving at the Charleston Naval Shipyard, *Alcona* was placed in reserve (in commission), on 4 February 1955; decommissioned on 6 May 1955; and placed in the Charleston Group, Atlantic Reserve Fleet. Struck from the Naval Vessel Register on 1 April 1960, *Alcona* was turned over to the Maritime Administration and sold for scrap later that year.

Alcor

A star in the constellation Ursa Major.

I

(AG-34: dp. 12,250; l. 445'; b. 60'; dr. 25'8"; s. 16.5 k.; cpl. 734; a. 4 3", 2 40mm., 8 20mm.; cl. *Alcor*)

Dixie was built in 1928 at Kearny, N. J., by the Federal Shipbuilding & Dry Dock Co.; owned and operated by the Southern Pacific Steamship Lines (Morgan Line); renamed *Alcor* by the Navy on 13 February 1941; formally purchased by the Navy from her owner on 3 March 1941; converted for naval service at Baltimore, Md., by the Bethlehem Steel Company's Key Highway plant; and commissioned as *Alcor* (AG-34) on 4 September 1941, Comdr. Edward A. Mitchell in command.

The ship got underway on 7 December to sail to Casco Bay, Maine. After completing shakedown training, she shaped a course for Norfolk, Va., and, upon reaching that port on 19 December, became the flagship of Commander, Train, Atlantic Fleet. Reclassified a repair ship and redesignated AR-10 on 22 December 1941, *Alcor* began a tour of duty at Norfolk—repairing damage and making alterations to warships—that lasted for more than 30 months.

Her protracted sojourn at Norfolk came to an end on 4 July 1944 when the repair ship got underway for the New England coast. She reached Casco Bay, Maine, on 14 July and became the flagship of Commander, Destroyers, Atlantic Fleet. She remained in Casco Bay for the next five months making repairs for various ships of the fleet. While carrying out this assignment, her designation was changed to AD-34 on 6 November 1944.

In early January 1945, the destroyer tender left the east coast, bound for the Pacific. She transited the Panama Canal and joined the Pacific Fleet on 16 January. *Alcor* continued on to Hawaii and arrived at Pearl Harbor on 3 February. She provided tender services there until 4 June, when she sailed for the Philippine Islands. While en route, the vessel was diverted to Eniwetok. After a four-day layover for a special construction project, the

tender resumed her original course and arrived at Leyte on 26 June. There, she reported to Service Squadron 10 for duty and began repair work for various ships. During *Alcor*'s service in the Philippines, Japan capitulated on 15 August 1945.

Alcor left Philippine waters on 14 September and headed for Okinawa. She reached Buckner Bay on the 18th and resumed her tender duties. She sailed for Japan on 28 February 1946. Her first stop was at Sasebo, where she carried out repair work through late March. *Alcor* then moved her operations to Yokosuka. The tender finished her tour there on 8 May, then shaped a course for the United States. After a pause en route at Pearl Harbor, the ship reached San Diego on 3 June. She sailed back through the Panama Canal and reached Norfolk on 22 June. Preparations were begun for her deactivation, and *Alcor* was decommissioned on 5 August 1946. The vessel was sold on 6 August 1946. Her name was struck from the Navy list on 28 August 1946. She was later scrapped in 1950.

II

(AK-259: dp. 11,540; l. 455'3"; b. 62'; dr. 28'6"; s. 17 k.; cpl. 145; a. 8 40mm.; cl. *Greenville Victory*)

The second *Alcor* (AK-259) was laid down under a Maritime Commission contract (MCV hull 101) on 28 February 1944 at Portland, Oreg., by the Oregon Shipbuilding Corp.; launched on 29 April as SS *Rockland Victory*; sponsored by Mrs. Thomas M. Jones, a citizen of Portland; operated for the Maritime Commission by a succession of contractors between 1944 and 1950; acquired by the Navy on 10 July 1951; converted for naval service by Ira S. Bushy and Sons, Inc., of Brooklyn, N. Y.; and commissioned on 1 March 1952, Comdr. Harry A. Long in command.

The cargo ship was assigned to the Service Force, Atlantic Fleet, and homeported in Norfolk. Between 1952 and August 1960, she made 19 deployments to the Mediterranean Sea to replenish the ships of the 6th Fleet. In addition to these voyages, the vessel made eight short cruises to the Caribbean for replenishment of bases and units there as well as for training and liberty.

Between August and November 1960, *Alcor* underwent two restricted availabilities at the Norfolk Naval Shipyard which altered the cargo ship to enable her to transport, monitor, and handle Polaris missiles and their parts. *Alcor* was designated resupply ship for fleet ballistic missile (FBM) submarines and tenders deployed overseas. Tests of her new capability were successfully conducted with training missiles alongside *Proteus* (AS-19) anchored five miles off Charleston in November 1960 and with the actual weapons alongside *Proteus* and *George Washington* (SSBN-598) at New London, Conn., in February 1961.

In March, *Alcor* got underway for her first of 15 resupply voyages to Holy Loch, Scotland, during the next four years in support of FBM operations. In 1962, her home port was changed to Charleston, S.C., to facilitate the loading of provisions and Polaris missiles for the tender deployed at Holy Loch. In April 1964, when the second overseas FBM resupply site was activated in Rota, Spain, she began operations replenishing the newly commissioned tender *Holland* (AS-32) based there and made six round trips during the first year.

From 1965 until 1968, *Alcor* continued to deploy to Rota and Holy Loch in support of the Polaris missile program. The cargo ship also delivered supplies where needed to units of the 2d and 6th Fleets and provided exercise and training services during Fleet operations in the Atlantic and Caribbean.

On 30 December 1968, *Alcor* was decommissioned at Charleston; and her name was struck from the Navy list on the following day. The cargo ship was sold to Lotti S.P.A., Italy, in January 1970 and scrapped.

Aleyone

Aleyone is the brightest star in the constellation Pleiades.

(AK-24: dp. 14,225; l. 459'1"; b. 63'; dr. 26'5"; s. 16.5 k.; cpl. 399; a. 1 5", 4 3"; cl. *Arcturus*; T. C2)

Mormacgull was laid down under a Maritime Commission contract (MC hull 30) on 12 January 1939 at Chester, Pa., by the Sun Shipbuilding & Drydock Co.; launched on 28 August 1939;

sponsored by Miss Barbara Ann Moore; owned and operated as a cargo vessel by the Moore-McCormack Lines; purchased by the Navy on 31 May 1941; renamed *Alcyone* and designated AK-24 on 3 June 1941; converted for naval service by the Boston Navy Yard; and placed in commission on 15 June 1941, Comdr. D. M. McGurl in command.

The cargo ship then reported for duty to Commander, Train, Atlantic Fleet. Following shakedown training, she departed New York City on 4 September and shaped a course for Iceland. The vessel arrived at Reykjavik on the 16th and began disembarking passengers and discharging cargo. Upon the completion of this task, she left Icelandic waters on 5 October, sailed southwestward across the Atlantic, and arrived at Charleston, S.C., on the 13th. After one month of voyage repairs, the ship moved, via Norfolk, Va., to New York City to take on cargo and sailed on 28 November for the Caribbean. Among her ports of call during the cruise were Guantanamo Bay, Cuba; Jamaica; San Juan and Vieques, Puerto Rico; St. Thomas, Virgin Islands; Antigua; and Trinidad before she arrived back at New York on 27 December.

During the first three months of 1942, *Alcyone* made two more voyages from New York and Norfolk to various points in the Caribbean. Among her assignments during these trips was the evacuation of civilians from Antigua to the United States. On one occasion, her convoy was attacked by German submarines. Although three consorts fell victim to torpedo attacks, *Alcyone* completed her trip unscathed and arrived back at Charleston on 12 April where she underwent availability.

Alcyone was assigned to the Naval Transportation Service on 1 June and set sail from Norfolk on the 10th in a convoy bound for New Zealand with troops and equipment of the 1st Marine Division which would land on Guadalcanal early in August. She transited the Panama Canal on 18 June, joined the Pacific Fleet, and reached Wellington on 11 July. After discharging her cargo, the ship moved to Auckland, New Zealand, to take on material for transportation to advanced bases in the Pacific.

Alcyone sailed independently from Auckland on 31 July and proceeded to Noumea, New Caledonia, and Espiritu Santo to distribute her cargo. Following these stops, she arrived at Sydney, Australia, on the 28th and underwent voyage repairs. On 8 September, the vessel left Australia; shaped a course for the west coast of the United States; and reached San Francisco, Calif., on 29 September. She then entered the Mare Island Navy Yard, Vallejo, Calif., for conversion to an attack cargo ship. During the yard work, three 30-ton booms, a boat repair shop, and additional berthing space were added. *Alcyone* was redesignated AKA-7 on 26 November and was reassigned to Amphibious Forces, Pacific Fleet.

The conversion work was completed early in November, and *Alcyone* departed San Francisco on the 6th. She was then involved in amphibious exercises and shakedown training off San Diego, Calif. The ship left California on 21 December and headed for the east coast of the United States. She retransited the Panama Canal on 2 March, arrived at the Charleston Navy Yard on the 9th, and underwent repairs for a month before sailing to Norfolk in mid-April.

Soon after reaching Norfolk, *Alcyone* began a period of training exercises in the Chesapeake Bay which lasted until early June. She sailed with Task Force 65 on the 8th for the Mediterranean. Her convoy repulsed several enemy attacks en route before arriving safely at Oran, Algeria, on 22 June. She took part in amphibious landing exercises and loaded her cargo holds in preparation for the upcoming assault on Sicily.

Alcyone got underway on 5 July; arrived off Scoglitti, Sicily, five days later; and began discharging her cargo despite rough seas and frequent enemy air harassment. She landed her equipment and troops with the loss of only a few small boats, left the area on the 13th, and arrived back at Oran on 16 July. From there, the vessel moved on to Norfolk, where she arrived on 3 August.

After a brief period in port, the attack cargo ship proceeded once again to the Pacific. She transited the Panama Canal on the last day of August and stopped at San Francisco before continuing on to Hawaii. *Alcyone* touched at Pearl Harbor on 30 September and participated in training exercises off Maui during October. She got underway on 10 November with Task Group (TG) 52.11 to participate in the invasion of Makin Island, Gilbert Islands. On the 20th, the vessel reached the transport area off that island and began unloading her cargo. Members of her crew also assisted other vessels in discharging their passengers and

supplies. Despite heavy enemy resistance, *Alcyone* successfully completed her operations and left the area on the 24th.

After a brief layover at Pearl Harbor, *Alcyone* continued on to San Diego, where she arrived on 19 December. She remained there through the Christmas holidays and sailed for Hawaii on 13 January 1944. Upon reaching Pearl Harbor, the ship made final preparations for the assault on Kwajalein. She sortied from Oahu on 22 January and reached the transport area off Kwajalein on the 31st. *Alcyone* unloaded her cargo and assisted in the landing of troops from other ships as well. Enemy shore fire and dangerous coral reefs somewhat delayed her operations, and *Alcyone* remained in the area until mid-February.

The cargo ship made a port call at Pearl Harbor before continuing on to the California coast. She reached San Pedro on 26 February and proceeded to a shipyard at Terminal Island for overhaul. A series of amphibious landing exercises followed the completion of the yard work, and *Alcyone* left the west coast on 18 April, bound for Hawaii. She reached Pearl Harbor and joined forces preparing to attack Guam in the Marianas.

The cargo ship anchored off that island on 22 July and commenced unloading operations. Upon completing this assignment, she got underway to return to Hawaii. She arrived at Pearl Harbor on 10 August and, shortly thereafter, entered drydock for minor repairs. The ship got underway again on 15 September and sailed to Manus, Admiralty Islands. After approximately a month of preparations and training, she sailed on 14 October as a member of TG 79.2, which was scheduled to begin the liberation of the Philippine Islands.

The attacking force reached waters off the beaches of Leyte on the 20th and began the landing operations that same day. *Alcyone* discharged her cargo while undergoing enemy air attack and mortar fire from shore batteries. She completed her unloading operations on the 22d and proceeded to Hollandia, New Guinea, to reprovision. On 14 November, the ship sailed for Leyte to resupply the beachhead which had been established there.

After unloading her cargo at Leyte, she retired to the Admiralties and reached Manus on the 24th. From that island, she moved to Cape Gloucester, New Britain, to take on units of the 40th Infantry Division. The ship carried these troops back to Manus, where she joined TG 79.4. On 16 December the group sailed to Huon Gulf, New Guinea, for a series of amphibious landing exercises. Upon their completion, the ships returned to Manus for final loadout prior to the invasion of Luzon, the largest island of the Philippines.

On the last day of 1944, *Alcyone* sortied with TG 79.4, for the assault on the Lingayen beaches which began on 9 January 1945. The task of unloading her cargo was made more difficult by rough seas, Japanese suicide boat attacks, and enemy air raids. *Alcyone* remained in the area for five days before she finished emptying her holds. On the 13th, she set a course for Leyte where she replenished her stores before returning to Luzon on the 29th with a small attacking force for a landing at Zambales. The assault was unopposed, and operations were completed on 31 January.

Alcyone left Philippine waters on 11 February, bound for the United States. She made port calls at Manus and at Pearl Harbor before reaching San Francisco on 12 March. The ship then entered the Moore Drydock Co., Oakland, Calif., for overhaul. During this yard period, her kingposts were replaced by quadruped masts, her troop berths were removed, and temporary cargo storage cages were installed.

Upon completion of the yard work on 2 June, the ship was assigned to Service Forces, Pacific Fleet. On the 8th, *Alcyone* was routed to Seattle, Wash., for loading. She departed Seattle on 21 June and shaped a course for Ulithi. After pausing there briefly on 9 July, she got underway to rendezvous with logistic support ships provisioning the warships of the Fast Carrier Task Force in waters off the Japanese home islands.

Alcyone completed unloading at sea on 2 August and set sail for Guam to replenish. While the ship was in the Marianas, Japan capitulated. *Alcyone* rejoined the logistics group on 23 August; and, three days later, she and her consorts entered Tokyo Bay. After unloading, *Alcyone* left Japan and returned to Guam to take on more cargo and supplies. She arrived back in Tokyo Bay on 1 October and began replenishing ships of the occupation forces.

Alcyone remained in Japanese waters through early March 1946. She shuttled supplies and equipment among the ports of